

Missouri Bicycle and Pedestrian Advisory Committee Meeting Minutes
Monday, March 1, 2004, 10am-3pm
MoDOT St. Mary's Blvd West, 2217 St. Mary's Blvd

Members in Attendance:

Brent Hugh – Missouri Bicycle Federation
Bob Foster – Missouri Bicycle Federation
Dawne Gardner – MoDOT, District 8
Andrew Seiler – MoDOT, District 7
Bill Stone – MoDOT, Transportation Planning
Dion Knipp – MoDOT, District 5
Renate Wilkinson - MoDOT, D1 (via Video Conf)
Larry Welty – MoDOT, D6 (via Video Conferencing)
Chris Ricks – MO Highway Patrol
Roy Hogsett – MoDOT, District 2
Brad McMahon – Federal Highway Administration
Johnny Murrell – MO Association of Councils of Gov.
Debra Lee – MO Division of Tourism
Bob Kirkman – Blue Springs Runners
Jessica Terrell – MO Department of Natural Resources
Willard Worts – MO Depart of Elem & Sec Ed
Dale Brigham – MO Department of Health
Steve Sleet - Trailnet
Wes Ballew – EWGCC (St. Louis MPO)
Hope Visconti – MoDOT, D4 (via Video Conferencing)

Members Absent:

Troy Bolander – JATSO
Andy Clements - SJATSO
Vicki Williams – MoDOT Hwy Safety
Terry Whaley - OTO
Chip Cooper - PedNet
Mike Right - AAA
Aaron Bartlett - MARC
Mitch Skov - CATSO
Janice McMillan – CAMPO
Dave Hurt – MoDOT D3
Jennifer Crites – MoDOT D9

Guests: Scott Taylor, Joe Remmers, Darby Trotter, Jay Wunderlich, Randy Niere

Introductions: Caryn welcomed everyone and introductions were made.

Scott Taylor – Scenic Byways Coordinator for MoDOT. Scott presented an overview of the Scenic Byway Program and how we can coordinate it with the Bicycle and Pedestrian community. This program is an 80% Federal share with a 20% local match. The benefit of the program is that it enhances and preserves the scenic value of routes.

Examples of some current scenic byways are:

- Clarksville, MO to Ralls County line just south of Hannibal. This is a 30-mile stretch with a good corridor management plan in place. Enhancement funds were requested to accommodate bike/ped and bike lanes were added along route 79 with these funds. Bridges remain a concern for safe passage. This route includes rest stops and scenic overlooks for all traveling public.
- A year and a half ago the Spirit of KC byway was added to include the Heritage Trail.
- Cliff Drive: This is a very scenic route about ten miles long and travels the cliffs along Missouri River. Many runners and cyclists have been observed on this route. As improvements are made, larger usage by runners and cyclists is anticipated.

- Crowley's Ridge in Dunklin County: The focus is a Welcome Center that includes the refurbishing of an old school house. The project should be let this spring. At this time, there are no bike/ped accommodations along this route. This route is very rustic and has many historic sites.

Future byways in the works:

- MoDOT is working with the Route 66 Association of MO to designate Route 66 as a scenic byway from the Chain of Rocks Bridge to the Kansas State Line. Public hearings have been held in Greene and Phelps Counties. Public meetings will be held in Jasper, Pulaski, Laclede and Lawrence Counties and in St. Louis City soon.
- An application is currently being considered for Route 224 in Lafayette County following the Missouri River from Lexington to the Lafayette County Line at Napoleon. It is very scenic, but there are no shoulders. The committee will meet March 15 to discuss the application.
- The Ozark Mountain Highroad in Branson is favored by Taney and Stone Counties and wish to extend it along Hwy 160 into Ozark County. The counties wish to prevent billboards along this scenic, shoulderless route.
- Highway 19, around the city of Cuba to Steelville, is currently classified as rustic. MO law provides no funding for rustic categories. This project is in the discussion phase. The Scenic Byway program is set up to preserve historic and scenic attributes of the route to allow the route to be a destination itself and to develop an infrastructure of byways across the state.
- There has been some discussion of identifying Route 94 in St. Charles County as scenic, but it has been difficult locating a local group to take it on as primary communication link.

Joe Remmer, Darby Trotter – A presentation of the Kansas City Riverfront Heritage Trail was given. This is the hub of the trail systems in Kansas City. The goal was to bring the rivers back to the eye of the public. There will be a three-day Lewis and Clark celebration through Kansas City on July 2, 2004. The trail will be dedicated at that time and 85% of the trail will be built with a few gaps left to fill in the future. Many bluffs and natural hazards (such as I-70) in KC pose problems. Art will exist along the trail that will emphasize the heritage along the trail. Some of the goals of building the trail are to rediscover the rivers, link surrounding communities, encourage economic development, provide a non-polluting alternative means of transportation and educate citizens about the historical and cultural heritage of KC. Part of the mission is to facilitate development of a bi-state riverfront trail system, by linking pathways, parks and destinations of significance. Current design work will go under the railroad bridge. A bank failure at the railroad bridge increased the budget from \$1.5 mil to \$3.5 mil.

Jay Wunderlich – Jay discussed the role of Governmental Affairs (GA) at Central Office. The GA's job is to educate legislators regarding issues that impact transportation. This office tracks state legislation and federal legislation. Personnel seek answers to what proposed legislation would cost Missouri. Questions regarding the MoDOT bike/ped program are asked often... What is MoDOT's bicycle and Ped program? When was it created, what is its purpose, how many people ride bikes for rec purposes, ride to work, walk to work? How many enhancement dollars are used for bike/ped projects? (\$10 million last year. Through 1998-2003, approx. \$48 mil). Jay encouraged the group to unify more than it already is and make contacts with legislators as to the importance of bike/ped issues. MoDOT is there to help, but making a more unified contact beyond MoDOT can have even more of a benefit on the outcome. Rep. Kevin Engler is one legislator who has an interest in bike/ped. Congress has passed another two-month extension of the Transportation Bill. Pressure is on Congress to get a bill passed by April. The overall package may equal \$318 billion. Missouri will likely receive \$230 million per year over the next six years. Right now the legislation calls for \$200 million for Safe Routes to School nationwide, administered through state DOTs. The Enhancement program is popular and many lobby for it. Bob Foster reported that included in the draft

Federal legislation is directions to send leftover money from Safety programs to safety programs based on fatalities by mode of transportation.

Brainstorm Session - Where should we go this year? Where should we go in five years? What changes does MoDOT need to make to better accommodate bicycles and pedestrians? Ideas were suggested below:

- Route Accommodations
- Provide Flexibility/Design Exceptions
- State Bike Map
- Reliable Paved Shoulder Info
- Collect Bike/Ped Data
- Statewide Multi-Use path plan/map/inventory of facilities
- Look at state bike/ped data from Highway Patrol to seek ways to use
- Partner w/DESE etc to provide Driver Ed in schools regarding bike/ped laws and usage. Basic Bike/Ped education
- Share Bike/Ped travel itinerary w/tourism
- Develop bicycling as an economic issue, partner w/businesses and cities to educate on benefits
- Provide advice to Safe Routes to School program directors
- Governmental Affairs liaison on BPAC
- Become involved in corridor management plans (scenic byway)
- Get bicyclists/pedestrians on state commissions
- Have new MoDOT Director address this group
- Strong web site
- Writing more into the Design Manuals
- Work to adopt FHWA Bike/Ped Design Guidance
- Uniform standards for Bike/Ped accommodations in state educational and government facilities
- Matrix about what bike/ped accommodations provided in what circumstances
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District Reports:

District 1 – Adding sidewalks and pedestrian signals at one of the districts busiest intersections. Connecting some sidewalks where there is a gap is also a future project.

District 2 – Finalized last four sidewalk jobs. This finishes their enhancement funds for the district. Focusing on sidewalks in the City of Marshall, funding through district discretionary funds next year.

District 5 – Utilized all enhancement dollars through district discretionary funds. Completing a few projects. Providing a pedestrian trail and sidewalks in Columbia from Hwy 63 to Broadway.

District 6 – Larry will be working on Long Range Plan team for MoDOT and is handing bike/ped duties to Linda Dower. Wesley Stephens from D6 will take over some administrative duties. Page Ave path is set to open in March. Bicyclists will be able to go from Creve Coeur Park to Katy Trail.

District 7 – Final project was inspected - an enhancement project that is a multi-use trail in Barry County (Cassville) which links the school campus to the city park. King Jack Park is currently under construction in Webb City that will link to the Frisco Greenway Trail.

District 8 – Installing Share the Road signs on Route Y in Forsyth/Rockaway Beach. Dawne is currently sitting on the Springfield Bicycle Policy Committee. They are to have revisions to their Bike Policy and a

plan to the Traffic Advisory Board on March 23. A final inspection was done on a Pedestrian Walkway at the Ozark Technical Community College campus. This was funded through the enhancement program.

MPO Reports:

East/West Gateway – HNTB is lead consultant on Bicycle and Pedestrian facilities plan.

OTO – The Bike/Ped task force will start up this June. Terry sits on the City's Bicycle Policy Committee as well.

CAMPO – Will have to have a Transportation Plan for the MPO. MoDOT Central Office is liaising with all the MPO's. Larry Kopfer will represent MoDOT on JC MPO. Caryn will be a resource for any bike/ped issues or questions.

State Agency Reports:

DESE – Is seeing an opportunity with Safe Routes to Schools. Superintendents will be looking for some guidance on developing Safe Routes to School. Bus accident in Bowling Green still under investigation.

Dept of Health – Returned last week from DC on Chronic Disease Conference. Primary chronic disease facing US and MO is obesity. We are one of 20 states receiving funds. Six out of ten Missourians are obese. If MO does well with the funds we currently have, the possibility exists for MO to receive more funds. Major planning document for public health sites specific objectives and indicators are taking number of trips walking and bicycling. DHSS is developing the state obesity prevention plan that will include objectives and indicators for increasing walking and biking in Missouri.

DNR – Administers the Recreational Trails Program (through FHWA) and is currently accepting applications for funding through March 15. Funding is not secured at the federal level, but projects will be selected in anticipation of new legislation. A survey has recently been put out that asks for input from the public on the standards we use to establish and maintain the state park and historic site system and any gaps that the public feels is missing. Survey targets include those visiting parks and sites, as well as agency and organization members. Planning for the first Missouri Trail Summit (a trail conference) is well underway. The conference is scheduled for October 7-9, 2004 in Columbia at the ARC (Activity & Recreation Center). All different types of trail users and those affiliated with trails are targeted. We are currently seeking sponsors to assist with this conference.

Division of Tourism – Launched spring ad campaign. Focusing on Outdoor Adventure. Good opportunity for bicycling. Looking for input.

Other Reports:

FHWA – Senate has passed \$318 billion bill, which is now in the House. Federal Highway is committed to the view that accommodations for bicycles and pedestrians are to be a part of the design and construction of facilities. Questions regarding vagueness as to what constitutes, "being considered." Can that requirement be more specific?

MACOG – Would like BPAC to encourage MoDOT to include in the annual work plans for the RPC, a sidewalk/bike/pedestrian plan for their local communities to verify that their local communities have an interest in this transportation mode for their area.

Blue Springs Runners – KC Track Club has asked Bob to represent their running club as well.

Trailnet – Wrapping up CMAQ program. Commuting line and Share the Road educational presentations. Bike month activities coming up. If you use your bike for commuting, can win something. Bike to work day. Riverfront Trail will be done this year. Fun Club season kicks off April 4. Ridership has grown 130% since they have come on board with Trailnet.

Missouri Bicycle Federation – Brent wrote an article in Post-Dispatch to ask the Highway Department to hire a Director that is a Bicycle and Pedestrian advocate. 10% of households in Missouri do not own a car, 25% of Missourians don't have a drivers license, etc. Their position is we cannot run the State Transportation System without having representation from the minority. Legislation trying to get through regarding safety. Been building a coalition of interested groups and parties that can endorse this legislation. Freedom of Road Riders, American Motorcyclist Association, Missouri PTA, many bike/ped groups have endorsed it. Targeting a larger group than just bike/ped - If you make the driver more accountable it makes the roads safer for everyone, not just bicyclists and pedestrians. The question of who maintains sidewalks and who is liable was discussed. How can we solve this issue? Need some kind of tort cap to make the liability not as big of an issue. The maintenance issue is that MoDOT isn't reluctant to build sidewalks, but do not have the forces or money to maintain them, i.e. shovel the snow, fix the cracks, etc. Other states are doing it, so they must have solved these issues. How can Missouri? Would like to see MoDOT restripe 10 ½ ft. lanes in the middle and wider on the outside when space is available. Noticed MoDOT has been using bike safe grates more. A sampling of Federal Law and Regulations regarding Bicycle and Pedestrian Planning in Federal-aid Highway Projects was passed around and discussed. There is the feeling that MoDOT interprets statutes with too much room and helps them to easily justify NOT accommodating bicyclists and pedestrians. Bob Foster thanks MoDOT and Trailnet for the Page Ave Time Trials.

Ozark Greenways – Annual membership meeting is March 11. Construction is getting ready to start on a 1.1 mile stretch of the Ward Branch Greenway. This is scheduled for dedication in late June and utilizes TEA-21 funds. A one-mile section of the James River Trail is scheduled for a June 5th dedication (on National Trails Day). This was funded through RTF funds. The dedication of the two-mile Valley Water Mill Nature Trail is scheduled for Earth Day, April 17th. [Earth Day is April 22nd??] This was also constructed with RTF funds. The SpringBike Club is working on the following Bike To Work Week Activities: A Bike Springfield Activity on May 1st with a kids bike safety rodeo, an 18 and two-mile family bike ride, the Dogwood Century on May 2nd and working on an activity to collect bike commuting information for the month of May. There will also be a car, bus and bike race. The Advocacy Committee of SpringBike is working with Greene County to sign two routes into the county as Bike Routes. One of these routes picks up with the city system, but will continue into the county to Ritter Springs Park. The other bike route has seen a lot of bike activity, but has never been signed. New bike lockers were installed and dedicated on February 26th at the City Utility Bus Transfer Station. Road Bike sales are on the upswing in Springfield and we are seeing less trail bike sales.

Wrap-up – Caryn is on a couple of different AASHTO committees, has been to several meetings throughout the state, on a planning committee for a Bike/Ped Design Conference in March 18-20 – Connecting Communities Through Better Design. Sitting on a Transportation Enhancement Application Team, Quad State Trails System team. She is interested in any information from the members on this committee or outside this committee. Brent Hugh – Now is the time to accommodate for these facilities. Our roads are in such bad shape and they are all going to have to be redone. This will help build accountability with this group of the population. The next BPAC meeting will be May 3, 2004.